



TOP SECRET

IMAGERY  
ANALYSIS  
DIVISION

PIR

PHOTOGRAPHIC INTELLIGENCE REPORT

AIRFRAME PLANT NO 30

MOSKVA, USSR



Declass Review by NIMA/DOD



25X1

CIA/PIR .75041



25X1

DATE NOVEMBER 1966

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PAGES 6

GROUP 1  
Excluded from automatic  
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# **AIRFRAME PLANT NO 30** **MOSKVA, USSR** **JULY 1966**

Moskva Airframe Plant No 30 (BE No [redacted]) is located at 55-47N 37-33E in the northwest part of Moskva, USSR (Figure 1). Moskva Airframe Plant No 30 is the current designation for the area previously designated as Moskva Airframe Plants No 30 and No 381. The plant is adjacent to Moscow Central Airfield [redacted] flyaway field for the plant,

and is served by both road and rail. The plant and flyaway field are surrounded by approximately 28,000 linear feet of wall, probably masonry. There are approximately 4,000 linear feet of rail lines within the boundaries of the plant and at least 6,000 linear feet of paved roads, not including the areas between most buildings which have been surfaced and probably serve as roadways.

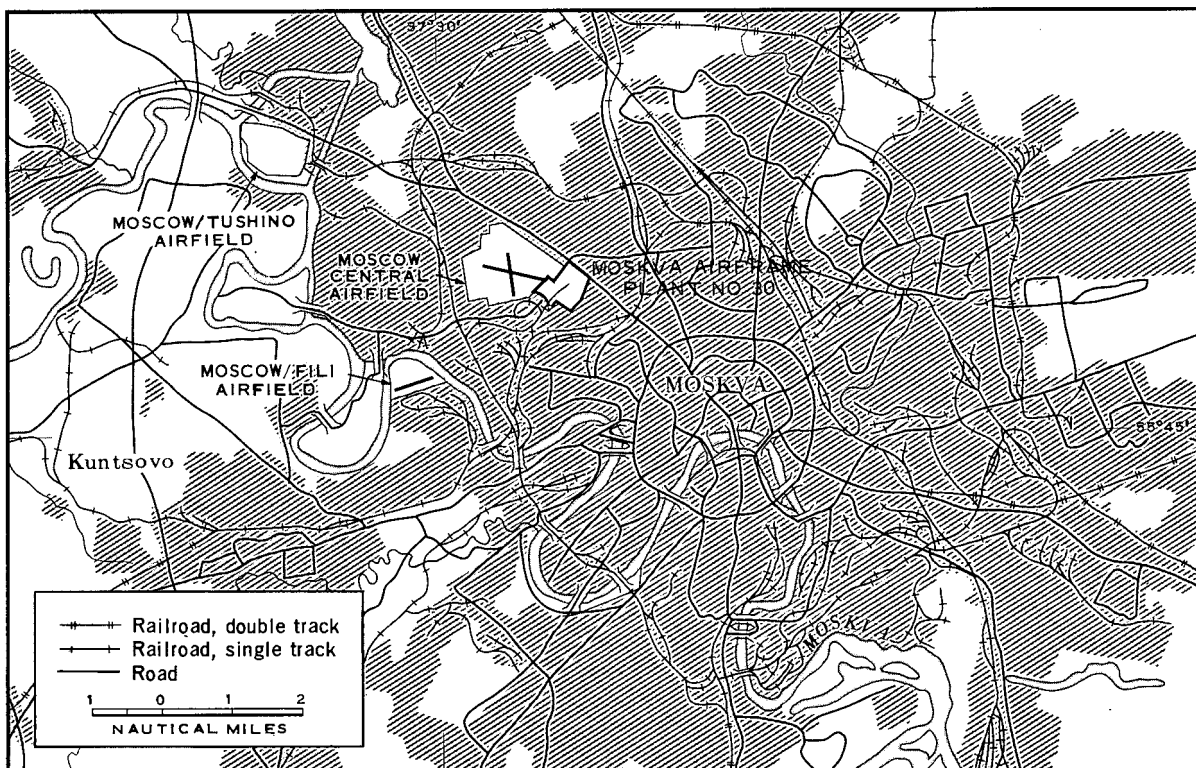


FIGURE 1. LOCATION MAP.

L-5964 (11/66)

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FIGURE 2. MOSKVA AIRFRAME PLANT NO 30,

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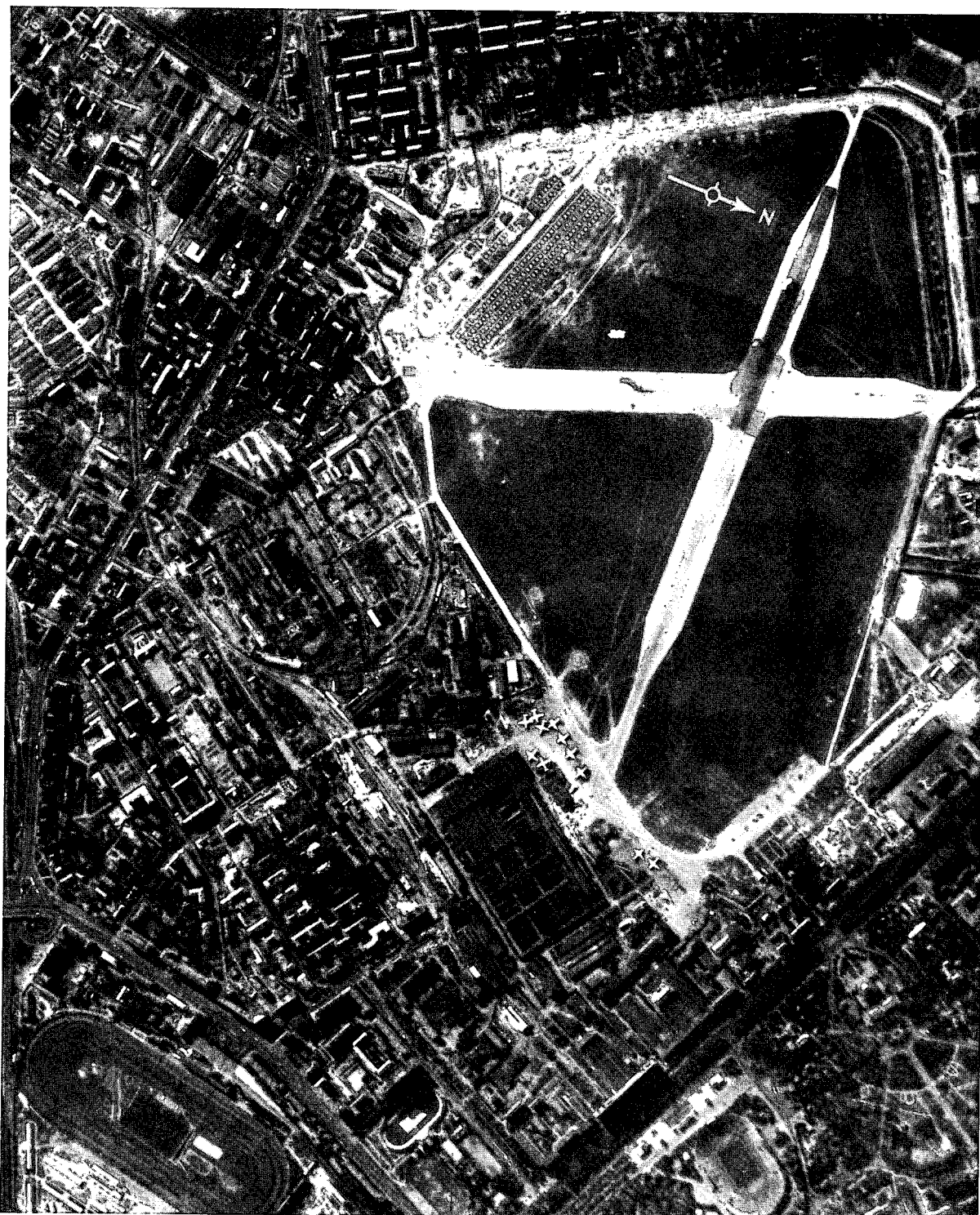


FIGURE 3. MOSKVA AIRFRAME PLANT NO 30,

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Figures 2 through 4 show the plant [ ] The table associated with Figure 4 gives descriptions and dimensions of major buildings; item numbers are keyed to this table.

was observed to be under construction in [ ] and was completed in [ ] All other additions since [ ] were complete by [ ] 1/

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Moskva Airframe Plant No 30 was observed on German photography [ ]

New construction occurring between [ ]

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the plant contained approximately 2,698,000 square feet, with little or no change occurring between [ ]

[ ] was limited to the erection of a support/storage building (8,280 square feet) to the southwest of item 17; this building was begun after [ ] and was completed [ ] A major change to the plant area which took place between [ ] was the removal of approximately 50 percent of a storage/support building and the commencing of construction, to the west of the original building, on a large workshop (item 11). The pattern of the steel girders which have been erected indicates that the building will contain 3 large bays when completed. A possible office building has also been constructed to the southwest of the large workshop.

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[ ] photography [ ] revealed a total of [ ] (Figure 4). Although a comparison of the [ ] floorspace figure with that of [ ] shows only a small increase, the figures alone are misleading. Photography [ ] reveals that an area not previously considered as a portion of the plant area may now be included, while 2 administrative/engineering areas amounting to approximately 264,000 square feet 1/ are no longer considered to be a part of the plant. 2/ This adjustment of the plant boundaries, the construction of new buildings and the removal of others, and a new mensuration of the plant buildings have resulted in the total of [ ]

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A comparison of the [ ] photography (Figure 2) with that of [ ] (Figure 3) shows that approximately [ ] of buildings erected before [ ] were razed; an addition was made to the final assembly/subassembly building (item 12); a multistory administration/engineering building was erected (item 18); and 2 existing workshop/machine shops were joined and enlarged by additions (item 17). A machine shop (item 14), under construction in [ ] [ ] probably was completed soon after World War II. Construction of a machine shop (item 19) appeared to be in progress in [ ] and was complete by [ ] An addition immediately adjacent to item 15 on the southwest

Moscow Central Airfield, which serves as a flyaway field for the plant, has 2 serviceable concrete runways, oriented north-northwest/south-southeast and west-northwest/east-southeast. The west-northwest/east-southeast runway joins an aircraft parking area adjacent to the final assembly/subassembly building (item 12). The southwest corner of the airfield is occupied by a storage facility containing approximately 180 small sheds or tanks. Portions of the perimeter taxiways are now fenced off from the remainder of the field (Figure 4), indicating that these taxiways are no longer included in the field area. The airfield runways have approximately 2,772,085 square feet of concrete surface [ ] of taxiways.

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Aircraft observed within the plant/flyaway field area on [ ] photography included 1 COOT, 1 COOT fuselage, 3 CRATE, 1 HOOK, 11 HOUND, and 2 small straight wing.

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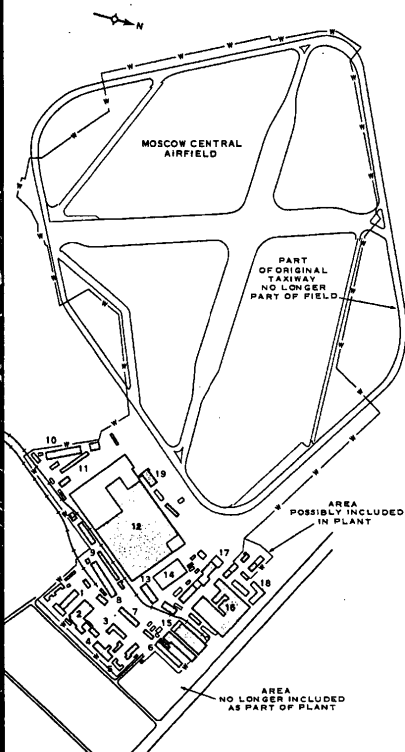
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ITEM	DESCRIPTION	DIMENSIONS (ft)			FLOORSPACE (sq ft)	CUBIC FEET
		L	W	H		
1	Machine shop					
2	Machine shop/ workshop					
3	Admin/engineering bldg					
4	Workshop					
5	Admin bldg					
6	Workshop					
7	Motor pool/ garage/ warehouse					
8	Machine shop					
9	Machine shop					
10	Workshop					
11	Workshop w/e, portion completed					
12	Final assembly/ subassembly					
13	Machine shop/ workshop					
14	Machine shop					
15	Machine shop/ workshop					
16	Machine shop/ workshop					
17	Machine shop/ workshop					
18	Admin/engineering bldg					
19	Machine shop					
Total floorspace & cubic feet of numbered bldgs						
Total floorspace & cubic feet of other bldgs						
Total floorspace & cubic feet of plant						

NOTE -- With the exception of those heights marked with an asterisk (\*), all measurements were calculated by NPIC/TID; horizontal measurements are accurate to within ± 10 ft or 5%, whichever is greater, and vertical measurements are accurate to within ± 10 ft or 10%, whichever is greater. Measurements are derived from

\*Height calculated by CIA/IAD project analysts.

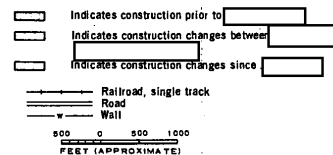


FIGURE 4. MOSKVA AIRFRAME PLANT NO. 30

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REFERENCES





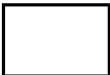
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MAPS OR CHARTS

ACIC series, scale 1:200,000.

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DOCUMENTS

1. CIA. PIR-41/64,  *Moscow Airframe Plant No 30, Moscow, USSR, Dec 64* (TOP SECRET
2. CIA. PIR-65075,  *Moscow Airframe Plant No 30, Moscow, USSR, Jan 66* (TOP SECRET 

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REQUIREMENT

CIA. C-RR6-83,650

PROJECT

31260/66 (partial answer)

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